

Intimations.

THE WANCHAI WAREHOUSE AND
STORAGE CO., LIMITED.

AN INTERIM DIVIDEND at the RATE of FOUR per cent. (ONE DOLLAR and FIFTY CENTS per Share) for the Six months ending 30th June, 1901, will be paid on application to the Registered Shareholders in the above Company, on MONDAY, the 8th July, 1901.

THE TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 8th July, both Days inclusive.

MEYER & CO.,
General Managers.
Hongkong, 26th June, 1901. [6700]
HONGKONG ELECTRIC COMPANY,
LIMITED.

NOTICE is hereby given that the **TWELFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS** will be held at the **COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 6th July, at 12-15 P.M.** for the purpose of presenting the **Report of the Directors, together with a statement of Accounts to 30th April, 1901, and electing Directors and Auditors.**

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the **22nd instant, to the 6th July, both Days inclusive.**

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 19th June, 1901. [648c

THE CHINESE ENGINEERING AND
MINING CO., LIMITED.
INCORPORATED 21ST DECEMBER, 1900, WITH
A CAPITAL OF £1,000,000 IN SHARES
OF £1 EACH.

NOTICE is hereby given, that the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA is authorised by THE CHINESE ENGINEERING AND MINING CO., LIMITED, (herein called the NEW COMPANY) to issue to the Holders of Shares in THE CHINESE ENGINEERING AND MINING COMPANY, (herein called the OLD COMPANY) Provisional Certificates for the Fully Paid Up Shares of £1 each in the Capital of the New Company to which the Shareholders in the Old Company are entitled under an Agreement dated the 30th JULY, 1900.

Shareholders in the Old Company are entitled to receive 25 Fully Paid Up Shares of £1 each in the New Company for every Share of 100 Tientsin Tael in the Old Company, if they are requested to lodge their Certificates at the Office of the said Bank in Shanghai, Hongkong or Tientsin during Banking hours on or as soon as possible after the 3rd JULY next to enable the New Certificates to be made out.

The Issue of Shares in the New Company will be made in Certificates of 5, 10, 25 and 100 Shares of £1 each and Shareholders in the Old Company are requested to intimate to the Company, by sending in their Old Certificates the denominations required.

In the absence of instructions to the contrary Certificates will be made out for 25 Shares each.

The Bearer of a Share Certificate in the Old Company will be regarded as the person entitled to the Share represented thereby.

Further Information may be obtained from the said Bank or from Messrs. DRUMMOND and WHITE-COOPER, of Shanghai, Legal Advisers to the Company.

22nd June, 1901. [658C]

WANTED.
A EUROPEAN QUARTERMASTER is
 to superintend the Coxswains of the "STAR"
FERRY BOATS. Must be strictly sober and
 accustomed to work with Chinese.
 Apply by Letter only, with Testimonials,
 to
SECRETARY

STAR FERRY CO., LIMITED.
Hongkong, 25th June, 1901. [666c]

WANTED an OVERSEER.

Apply by letter to
THE SECRETARY,
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO.,
LIMITED.
Hongkong, 24th June, 1901. [662c]

Notices of Firms.

NOTICE.

FROM This Date MR. ROBERT HAY BERRY MITCHELL will be MANAGER of our Hongkong Business and will SIGN our FIRM per Procuration.

H. PRICE & CO.
Hongkong, 1st July, 1901. [69c]

COMPAGNIE DES MESSAGERIES MARITIMES.
DURING my TEMPORARY ABSENCE from the Colony, Mr. P. DE CHAMP-MORIN will assume the charge of the above Company's Agency at this Port.

G. DE CHAMPEAUX,
Agent.
Hongkong, 28th June, 1901. [677c
NOTICE
WE have This Day authorized Mr.

VV. WILHELM NAGEL to SIGN our FIRM
 per Procuracion. LEOPOLD SPATZ & CO.
 Hongkong, 17th, June, 1901. [637c]

Insurances.

THE YAN ON MARINE AND FIRE
INSURANCE CO., LIMITED.
CAPITAL\$1,000,000
THIS Company is prepared to issue Policies
of Insurance against MARINE and

FIRE RISKS from and after This Date.
 CHAN YUT NGAM,
 Secretary.
 Hongkong, 1st July, 1901. [693c]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG

THE Undersigned **AGENTS** of the above
Company are prepared to accept Fire
Class **FOREIGN** and **CHINESE RISKS** at
CURRENT RATES.

SIEMSEN & Co.
Hankow 20th May 1906

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1868. 日七十月五年七十二緒光

TUESDAY, JULY 2, 1901.

二拜禮

號二月七其港香

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
RESERVE FUND " 6,000,000
RESERVE FUND " 8,310,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
HOMBAI. SHANGHAI.
TIENTSIN. NEWCHANG.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LD.

THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

On fixed deposits for 12 months at 5 per cent.

On fixed deposits for 6 months at 4 per cent.

On fixed deposits for 3 months at 3 per cent.

On fixed deposits for 1 month at 2 per cent.

On fixed deposits for 1 week at 1 per cent.

On fixed deposits for 1 day at 1/2 per cent.

On fixed deposits for 1 hour at 1/4 per cent.

On fixed deposits for 1/2 hour at 1/8 per cent.

On fixed deposits for 1/4 hour at 1/16 per cent.

On fixed deposits for 1/2 day at 1/32 per cent.

On fixed deposits for 1/4 day at 1/64 per cent.

On fixed deposits for 1/8 day at 1/128 per cent.

On fixed deposits for 1/16 day at 1/256 per cent.

On fixed deposits for 1/32 day at 1/512 per cent.

On fixed deposits for 1/64 day at 1/1024 per cent.

On fixed deposits for 1/128 day at 1/2048 per cent.

On fixed deposits for 1/256 day at 1/4096 per cent.

On fixed deposits for 1/512 day at 1/8192 per cent.

On fixed deposits for 1/1024 day at 1/16384 per cent.

On fixed deposits for 1/2048 day at 1/32768 per cent.

On fixed deposits for 1/4096 day at 1/65536 per cent.

On fixed deposits for 1/8192 day at 1/131072 per cent.

On fixed deposits for 1/16384 day at 1/262144 per cent.

On fixed deposits for 1/32768 day at 1/524288 per cent.

On fixed deposits for 1/65536 day at 1/1048576 per cent.

On fixed deposits for 1/131072 day at 1/2097152 per cent.

On fixed deposits for 1/262144 day at 1/4194304 per cent.

On fixed deposits for 1/524288 day at 1/8388608 per cent.

On fixed deposits for 1/1048576 day at 1/16777216 per cent.

On fixed deposits for 1/2097152 day at 1/33554432 per cent.

On fixed deposits for 1/4194304 day at 1/67108864 per cent.

On fixed deposits for 1/8388608 day at 1/134217728 per cent.

On fixed deposits for 1/16777216 day at 1/268435456 per cent.

On fixed deposits for 1/33554432 day at 1/536870912 per cent.

On fixed deposits for 1/67108864 day at 1/1073741824 per cent.

On fixed deposits for 1/134217728 day at 1/2147483648 per cent.

On fixed deposits for 1/268435456 day at 1/4294967296 per cent.

On fixed deposits for 1/536870912 day at 1/8589934592 per cent.

On fixed deposits for 1/1073741824 day at 1/17179869184 per cent.

On fixed deposits for 1/2147483648 day at 1/34359738368 per cent.

On fixed deposits for 1/4294967296 day at 1/68719476736 per cent.

On fixed deposits for 1/8589934592 day at 1/137438953472 per cent.

On fixed deposits for 1/17179869184 day at 1/274877906944 per cent.

On fixed deposits for 1/34359738368 day at 1/549755813888 per cent.

On fixed deposits for 1/68719476736 day at 1/1099511627776 per cent.

On fixed deposits for 1/137438953472 day at 1/2199023255552 per cent.

On fixed deposits for 1/274877906944 day at 1/4398046511104 per cent.

On fixed deposits for 1/549755813888 day at 1/8796093022208 per cent.

On fixed deposits for 1/1099511627776 day at 1/17592186044416 per cent.

On fixed deposits for 1/2199023255552 day at 1/35184372088832 per cent.

On fixed deposits for 1/4398046511104 day at 1/70368744177664 per cent.

On fixed deposits for 1/8796093022208 day at 1/140737488355328 per cent.

On fixed deposits for 1/17592186044416 day at 1/281474976710656 per cent.

On fixed deposits for 1/35184372088832 day at 1/562949953421312 per cent.

On fixed deposits for 1/70368744177664 day at 1/1125899906842624 per cent.

On fixed deposits for 1/140737488355328 day at 1/2251799813685248 per cent.

On fixed deposits for 1/281474976710656 day at 1/4503599627370496 per cent.

On fixed deposits for 1/562949953421312 day at 1/9007199254740992 per cent.

On fixed deposits for 1/1125899906842624 day at 1/18014398509481984 per cent.

On fixed deposits for 1/2251799813685248 day at 1/36028797018963968 per cent.

On fixed deposits for 1/4503599627370496 day at 1/72057594037927936 per cent.

On fixed deposits for 1/9007199254740992 day at 1/144115188075855872 per cent.

On fixed deposits for 1/18014398509481984 day at 1/288230376151711744 per cent.

On fixed deposits for 1/36028797018963968 day at 1/576460752303423488 per cent.

On fixed deposits for 1/72057594037927936 day at 1/1152921504606846976 per cent.

On fixed deposits for 1/144115188075855872 day at 1/2305843009213693952 per cent.

On fixed deposits for 1/2805843009213693952 day at 1/4611686018427387904 per cent.

On fixed deposits for 1/522305843009213693952 day at 1/9223372036854775808 per cent.

On fixed deposits for 1/10446372036854775808 day at 1/18446744073709551616 per cent.

On fixed deposits for 1/20892728073709551616 day at 1/36893488147419103232 per cent.

On fixed deposits for 1/41785456294839103232 day at 1/73770976294838206464 per cent.

On fixed deposits for 1/83570912589678206464 day at 1/147541952589676412928 per cent.

On fixed deposits for 1/167143825179356412928 day at 1/295083905178752825856 per cent.

On fixed deposits for 1/334287650358712825856 day at 1/590167810357505651712 per cent.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

SHANGHAI Bengal S. Barcham About 5th July Freight or Passage

LONDON, &c. Chusan C. L. Daniel Noon, 6th July Freight or Passage

LONDON Java G. W. Gordon, R.N. About 13th July Freight or Passage

SHANGHAI & JAPAN Banca G. W. Babor About 18th July Freight only

(See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent

Hongkong, 1st July, 1901.

15

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS.

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

KIAUTSCHOU, Hamburg-Amerika Linie THURSDAY, 11th July.

STUTTGART THURSDAY, 25th July.

KONIG ALBERT THURSDAY, 22nd August.

PRINZESS IRENE THURSDAY, 5th September.

PRINZ HEINRICH THURSDAY, 19th September.

PREUSSEN WEDNESDAY, 2nd October.

HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 16th October.

SACHSEN WEDNESDAY, 30th October.

KIAUTSCHOU, Hamburg-Amerika Linie WEDNESDAY, 13th November.

STUTTGART WEDNESDAY, 27th November.

KONIG ALBERT WEDNESDAY, 11th December.

PRINZESS IRENE WEDNESDAY, 25th December.

PRINZ HEINRICH WEDNESDAY, 8th January, 1902.

PREUSSEN WEDNESDAY, 22nd January, 1902.

HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 5th February, 1902.

SACHSEN WEDNESDAY, 19th February, 1902.

ON THURSDAY, the 11th day of July, 1901, at NOON, the Steamship "KIAUTSCHOU,"

of the HAMBURG-AMERIKA LINIE, Captain P. Lunscheslow, with MAILS, PASSENGERS,

SPECIE AND CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 6th July, Cargo and

Specie will be received on Board until 5 P.M., on WEDNESDAY, the 10th July, and Parcels

will be received at the Agency's Office until NOON, on WEDNESDAY, the 10th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 27th June, 1901.

22

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

CONNAUGHT HOUSE

RENOVATED FROM ROOF TO CELLAR.

SCRUPULOUS CLEANLINESS

GUARANTEED.

Special Terms for Monthly Boarders,

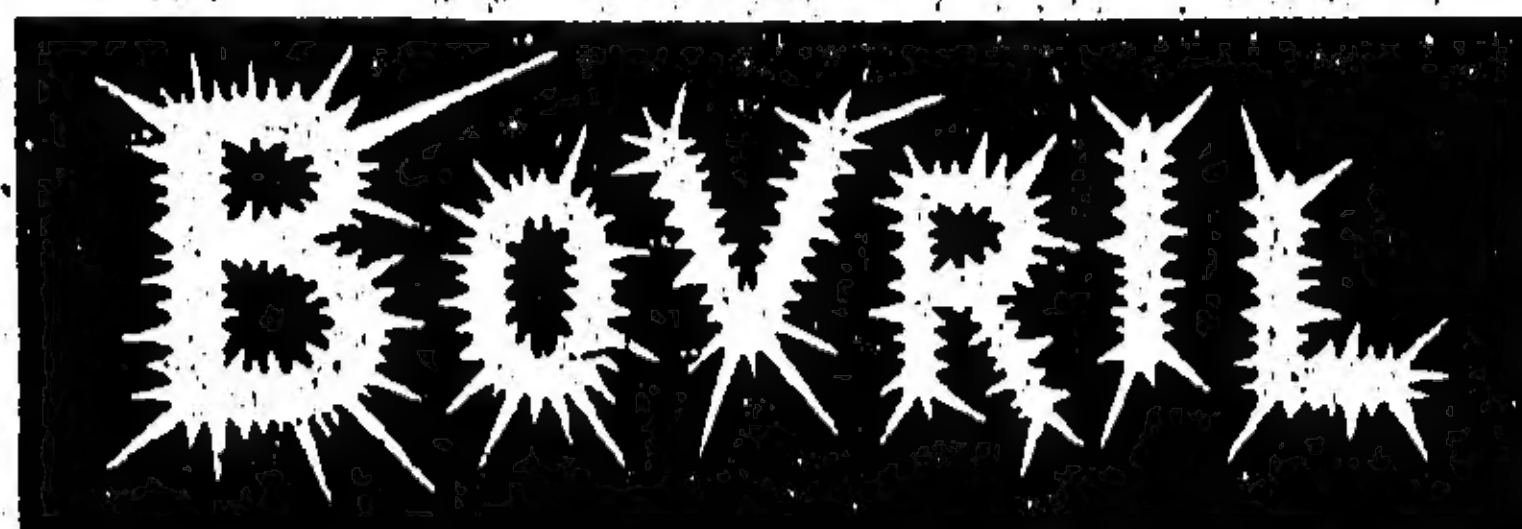
apply to the Manager

A. FONSECA

Hongkong, 1st July, 1901.

Intimations.

Bovril Promotes Energy, and takes away that tired feeling which life in the East produces. Unvalued for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c]



BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO. LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

Best Qualities of ASBESTOS GOODS AND PACKINGS.

HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT—THOMAS SKINNER.

SUPERINTENDENT—ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

FRUIT SYRUPS.

Composed entirely of the Pure Juices of Californian

Fruits and Pure Crystal Sugar. Mixed with any Aerated

Water they make a most wholesome and refreshing Summer

Beverage. Just the thing for the Climate.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

15, Queen's Road,

Hongkong, 25th June, 1901.

JAPAN



GOALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.

LONDON OFFICE—34, LIME STREET, E.C.

HONGKONG OFFICE—6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai,

Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,

Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu,

Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway

Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamato Coal Mines; and

SOLE AGENTS for Fukoku, Hokoku, Ichimura, Kanada, Kishima, Manoura, Onoura,

Osaka, Tohmyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.

Hongkong, 2nd July, 1901.

1563c

KELLY & WALSH LD.

NEW BOOKS.

The Illustrated London News Record of the

Glorious Reign of Queen Victoria, 1837-

1901.—The Life and Accession of King

Edward VII and the Life of Queen Alexan-

dra, with 14 India proof and other Photo-

gravures from Pictures by well-known

Artists.....\$3.00

How Sailors Fight.—With an introduction by

Capt. The Hon. HENRY LAMONT, C.B., R.N.

Small Boat Sailing.—An explanation of the

Management of small yachts, half-decked

and open sailing boats of various rigs, sailing

on sea and on river, cruising, &c., by E. F.

KNIGHT.....\$3.00

The Statesman's Year Book 1901.....\$6.50

The Chinese Crisis from within by Weng-

Ching.....\$2.25

The Elements of Machine Design.—Part

general principles, fastenings and Trans-

missive Machinery by W. UNWIN, F.R.S.....\$4.50

The Last of the Great Souths.—The life story

of Col. Wm. F. Cody by HELEN CODY

Today's Advertisements.

NOTICE

WE have This Day admitted Mr. CHARLES JULIUS LAPRENTZ a PARTNER in our Firm.

Canton, 1st July, 1901. ROWE & CO. [699c]

NOTICE

THE attention of the community is drawn to the fact that SIGNATURE SHEETS to be attached to a Petition to the Right Honorable the Secretary of State for the Colonies, asking for the Appointment of a Commission to inquire into the Sanitary Condition of Hongkong, &c., are open for Signature at the following places:

Messrs. A. S. Watson & Co. Ltd.
Messrs. Kelly & Walsh, Ltd.
Messrs. Lane, Crawford & Co.
Messrs. W. Brewer & Co.
Messrs. Caldwell, Macgregor & Co.
The Robinson Piano Co. Ltd.
The Victoria Dispensary.
Messrs. Watkins, Ltd.
The Hongkong Hotel, Ltd.
The Peak Hotel.
The Hongkong Daily Press Office.
Mr. H. Ruttenberg's Kowloon Store.
Copies of the Petition may also be seen at the above.
Hongkong, 2nd July, 1901. [700c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LOWTHER CASTLE" 3rd July.
"HUDSON" 10th July.
"JUPITER" 17th July.
"SATSUMA" 24th July.

For Freight and further Information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 2nd July, 1901. [454c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG" will be despatched as above on SATURDAY, the 6th instant, at 4 P.M. This steamer has superior Accommodation for First class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 2nd July, 1901. [701c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY, LIMITED.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between

HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBÉ, and YOKOHAMA.

THE Steamship

"INDRAPURA" will be despatched for PORTLAND (OR.) on FRIDAY, the 12th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO.

Hongkong, 2nd July, 1901. [655c]

FOR NEW YORK.

THE 3/3 A. I. I. American ship

"I. F. CHAPMAN" shortly expected here from KOBÉ will load for the above Port and will have quick despatch.

For Freight, apply to ARNOLD, KARBERG & Co., Hongkong, 2nd July, 1901. [699c]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "PURITAN"

CONSIGNEES of Cargo ex S.S. "PURITAN" from New York are hereby notified that their Cargo transhipped at Singapore into the S.S. "ACILIA" has now arrived and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co's Godowns at Kowloon.

Consignees are requested to immediately send in to the Undersigned Original Bills of Lading in exchange for which they will receive local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON & Co., Agents.

Hongkong, 2nd July, 1901. [702c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, QUEEN'S ROAD CENTRAL, (B. ROUGHTON & CO.) (Nearly opposite the HONGKONG HOTEL). Business hours: 9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b]

JUST OPENED.

A FINE Consignment of FRENCH PRESERVES of a well known make. Quality will speak for itself.

H. RUTTENBERG, 22 & 23, Elgin Road, Kowloon. Hongkong, 16th April, 1901. [14]

Intimation.

A. S. WATSON & Co., LIMITED.

SHERRIES.

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule \$10.80

C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule 12.00

CC.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 12.00

D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule 14.40

E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled) 20.40

B, C, and CC are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very Superior Vintage. ALL ARE TRUE XENES WINES.

Small quantities are supplied at proportionate whole sale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 2, 1901.

NOTES AND COMMENTS.

A Plea for Sanitation.

In another column will be found an advertisement announcing the fact that a petition to the Right Honourable JOSEPH CHAMBERLAIN, Principal Secretary of State for the Colonies, is awaiting signature by the public, praying that he will be pleased—

"1. To appoint a Commission consisting of a person or persons wholly unconnected with the Colony to proceed forthwith to Hongkong to investigate and report (a) on the Sanitary Condition of the Colony; (b) on the measures to be adopted for the improvement of the City of Victoria and of the Colony as it at present exists.

"2. That he will be pleased to attach to the said Commission some independent Sanitary Expert to advise.

"3. That after receiving and considering the Report of the Commission, he will give directions for the Recommendations of that Commission to be forthwith carried into effect."

It is not necessary for us to point out the necessity for such a petition. That must be patent to every man who has been in Hongkong even for the last couple of months, and doubly patent to those who have passed a considerable number of years in the Colony and have studied the newspapers from time to time. The whole sanitary history of Hongkong for the last fifty years has been one of "good undone and gifts misspent and resolutions vain," as LINDSAY GORDON, the Australian poet puts it.

What particularly strikes us about the petition is that it blames nobody, does not indulge in any vituperation nor in any high-flown or hyperbolic language at all, nor does it make a lot of statements which can be "classified" as "reckless," "untrue," or "exaggerated" as were those made by the Chamber of Commerce in its recent letter to the Government. The petition, in fact, consists of a very well selected series of extracts from official reports made by the Government's own officers, which, it stands to reason, the Government cannot well attempt to cast aside as unworthy of attention. The document is much too long for us to publish; covering fourteen closely printed pages of foolscap, but our readers will be able to acquaint themselves of its contents by calling at any one of the places where the document is lying for signature. Mr. CHADWICK, a special sanitary commissioner who came from England to report upon the sanitation of Hongkong in 1881; the late Dr. AYRES, formerly Colonial Surgeon here; Dr. FRANCIS CLARKE, Medical Officer of Health; Dr. LAWSON, of plague fame; and the Insanitary Properties Commission, are all quoted at length, and the recent letter of the Chamber of Commerce, together with the reply of the Colonial Secretary thereto, are given in full.

Such a petition will, we imagine, if it receives sufficient backing from the general public, receive the immediate attention of Mr. CHAMBERLAIN, for we know that he keeps closely in touch with Dr. MANSON and Dr. CANTLEY, and both of these gentlemen will be able to substantiate the statements made in the petition. But the petition will do no good unless it receives a very large number of signatures, and hence we would ask all of our readers to repair to one or other of the places at which copies are lying and affix

their signatures. Everybody must see how great is the necessity for steps being taken immediately to improve the sanitary condition of the Colony, and unless everybody helps, things will be allowed to drag on in their own old unsatisfactory and insanitary manner for years to come.

The petition needs no explanation from us. It is a step in the right direction, and a very important one. The only thing we have to say is, do not let it fall through for lack of support. Let everyone sign it, for it is just those people who think, "Oh, one signature more or less won't matter," who damn all expressions of unanimous public opinion.

REUTER'S TELEGRAMS.

THE ACCESSION OATH.

LONDON, June 29th.

The Committee of the House of Lords has reported in favour of an amendment to the Accession Oath by the addition of a declaration affirming disbelief in transubstantiation, and declaring adoration of the Virgin contrary to the Protestant religion.

ATHLETICS.

June 30th.

At the London Athletic Club Meeting, the American Kraenzlein won the 120 yards Hurdles in 15.3-5th seconds, beating the British Amateur record of 15.4-5th seconds. The High Jump was won by the American Baxter with 6 feet 2 inches.

LATER.

THE GREAT MOTOR RACE.

The great motor race between Paris and Berlin, was won by the Frenchman Fournier. The warmth of the reception of the motorists everywhere in Germany was remarkable. At a banquet given by the German Automobile Club, the Duke of Kötter in toasting President Loubet referred to the great and gracious French nation.

WEATHER REPORT.

The Observatory report says:—

On the 2nd at 12.5 p.m. the barometer has fallen in S. China. A shallow area of low pressure lies over the S.E. coast and Formosa Channel. Gradients slight to moderate for N.E. winds on the E. coast of China, and for S.W. winds over the S. coast and N. part of the China Sea. Forecast:—Fresh S.W. winds; squally, probably becoming unsettled.

LOCAL AND GENERAL.

A SMOKEING concert is to be held by the Lodge Naval and Military at 8 p.m. on Thursday the 4th instant, in the banqueting hall of the Masonic Lodge at Zealand Street.

It is to be hoped that the case of plague at Shanghai mentioned by the *China Gazette*, which we published last night, will prove the only instance of the disease. According to the Shanghai journal the Port Arthur authorities appear to be greatly to blame for not having notified the occurrence there of plague.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph*, 50, July, 50 Queen's Road Central. The wrapper will enable us to check the delivery copies.

Our Raid Competition drew several persons to place their plans for the destruction of the Naval Yard, Arsenal, Barracks, Docks, etc., on paper and the merits of the different essays are now being looked into. The award of the prize of fifty dollars will be made on or before the 15th inst. and the winner's article will be published.

The official report of Caillies' surrender dated June 25th, is as follows:—General Sumner reports that General Caillies' force surrendered consisted of one General, 1 Colonel, 4 Lt. Colonels, 9 Majors, 27 Captains, 151 Lieutenants, 38 2nd Lieutenants, 507 noncommissioned officers and privates, and 140 civilian officials rated as presidents, delegates and caberos of various towns and barrios of Laguna Province—Wadd.

MANILA papers of the 29th ult. state that an order has been issued to the Provost Marshal General from Division Headquarters for the release of one thousand of the prisoners of war who are now held in Fort Santiago, in order to signalize the surrender of General Caillies, who was promised the same consideration in this respect as the others. This will leave about 650 prisoners of war, some of whom, it is understood, have evidence against them of crime, and will have to be tried before they can be liberated.

AN amusing story of the recent Wall-street panic is told by the *Chronicle*. A gentleman, who was occupied in buying as many Northern Pacifics as he could lay hands on, suddenly remembered that a friend of his who had just sailed for Europe had bought a number before starting. Rushing round to his friend's house he persuaded the wife to burst the safe open with dynamite and sell him the shares. This she did at a profit of £8,000, and called the deal to her husband. In due course the answer arrived: "Good! Give him the safe, too."

It has been arranged that pumping should start this afternoon on the 'sunk' dredger *Cantabrigia*. The scheme generally is, by building coffer dams from her hatches to pump her dry, guiding her by solid timber uprights and gages from fore and midships. We hope the efforts of Mr. T. S. Morton, to whom all credit is due for the work done under his supervision, will be successful. The proceedings, we can understand, will be anxiously watched by Mr. W. H. T. Davis, of the Commercial Union Insurance Co. who has perfect faith in the plans furnished by Messrs. Pughard, Lowther & Co.

SAPPER John Halling, who was yesterday sentenced to a fine of five dollars or fourteen days' imprisonment for assault, writes to say that he did not go to prison, as stated in our Police Court report last night, but that the fine was paid by his commanding officer and he returned to barracks. Our information was obtained from the "deposition sheet" on which the word "imprisoned," signifying that the man had not paid his fine, was stamped. We suppose that the fine was paid later in the day. Anyhow, Halling is not in gaol, and that is what he wants us to say.

THE *Universal Gazette* states that it is intended to build a special railway carriage for the Empress to be used when the Court arrives in the autumn at Chenting and travels from thence to Peking by rail. There are already two Imperial carriages which were built in 1897, but they are for the Emperor and the Empress Dowager. Apropos of the railway between Chenting and Peking, this road has only been built as far as a place called Tingchow, some 60 miles distant from Chenting, which will be required to be ready against the arrival of the Court at the latter city in the autumn.

A DESPATCH dated St. Petersburg, May 27th, says:—The prohibition of the publication of the *Novoe Vremya* for a week because of its editorial article on the labour troubles is creating an immense sensation as indicating extraordinary nervousness on the part of the Government. The *Novoe Vremya* is second only to the *Moscow Vedomosti* in conservatism and is usually allowed greater latitude than are the other papers. The editorial in question is mild as compared with many Governmental publications on the labour situation in more quiet times. It merely said the operatives were poorly paid for excessively hard work and were beginning to be influenced by Western literature, and suggested that the Government carry on the work begun for emancipation and enforce social reforms.

SHANGHAI papers report that recently all the German men of war stationed in Eastern waters congregated at Tsingtau, where they took in the new men who had arrived by the German transport *Rhein*, and the homeward-bound men went on board the same transport. The German men-of-war have now been dispersed to their different stations, two of them being already in Shanghai, the *Irene* and *Gefion*. These two vessels left Shanghai for home on last Saturday, and they will be replaced by two cruisers of a more modern type. Three German war-vessels have been ordered to do duty on the Yangtze River. The *Seeadler* remains in Shanghai for about a week. The *Bussard*, having on board the chief of the squadron, will go to Hankow for a short time, and the *Schwabe* will cruise between Shanghai and Hankow.

THE *Times of Ceylon* thus describes the recreations of Saigon, the capital of Cochinchina:—"Three times a week, at five o'clock in the afternoon, a splendid military band plays in the public place, or square. There is a reserved enclosure with comfortable chairs, for which a small charge is made. All Saigon meets on these occasions in sociable intercourse. At night the *cafés* present a gay appearance. There are one or two *cafés chantant*, and the whole scene is brilliant enough to justify Saigon's appellation as the little Paris of the Far East. Every Sunday, Tuesday, and Thursday, during six months in the year, there are performances given by the Municipality, with a fine orchestra, in a cool and comfortable theatre, which is open to the air on three sides and possesses a roof which can be raised if desired. Between the acts all adjourn to a large hall for iced drinks.

A RECENT *N. C. Daily News* says:—"While congratulating General O'More Creagh on his appointment to the command of the British Expeditionary Force in China, we cannot but express the general and deep regret that is felt at the news that he will have to leave Shanghai for the North. The General and Mrs. Creagh have endeared themselves to all who have had the honour and pleasure of knowing them here, and they will leave us with a real sense of loss on our part, and the heartiest wishes for their future happiness and prosperity. A happier selection for the command of the British garrison in Shanghai could not have been made. General Creagh's unfailing bonhomie and savoir faire have abated any friction that might otherwise have arisen between the British troops and those of other Powers, and it is very much to his tact and amiability, ably seconded by his Orderly Officer Major Watson, that the persistent good feeling that has existed here between the various contingents during the joint occupation of Shanghai is due.

The Hongkong Volunteer Corps will hold an open-air Promenade Concert on the Parade Ground at Headquarters, in aid of the Volunteer Band Fund, to-morrow, the 3rd instant, commencing at 9 p.m. We append the programme herewith:—

PROGRAMME.

1.—Overture: "Masaniello" Band of the 3rd M.L.I.

2.—Song: "Queen of the Earth" Sergeant W. T. French, R.G.A.

3.—Song: "The Last Watch" Corp. W. J. Terrell, H.K.V.C.

4.—Comet Song: "Selected" Private Towley, A.O.C.

5.—Song: "Border Halls" Sergeant Major G. P. Lammen, H.K.V.C.

6.—Comet Song: "This I understood" Corp. W. J. Terrell, H.K.V.C.

7.—Comet Song: "The Blue Devils" A.O.C.

8.—Song: "The Night Watch" Sergeant Major G. P. Lammen, H.K.V.C.

9.—Song: "The Lay of St. Alban" Lieut. J. Mossop, H.K.V.C.

10.—Song: "The Blue Devils" A.O.C.

11.—Song: "The Night Watch" Sergeant Major G. P. Lammen, H.K.V.C.

12.—Song: "The Lay of St. Alban" Lieut. J. Mossop, H.K.V.C.

13.—Song: "The Blue Devils" A.O.C.

14.—Song: "The Night Watch" Sergeant Major G. P. Lammen, H.K.V.C.

15.—Song: "The Lay of St. Alban" Lieut. J. Mossop, H.K.V.C.

16.—Song: "The Blue Devils" A.O.C.

17.—Song: "The Night Watch" Sergeant Major G. P. Lammen, H.K.V.C.

18.—Song: "The Lay of St. Alban" Lieut. J. Mossop, H.K.V.C.

19.—Song: "The Blue Devils" A.O.C.

20.—Song: "The Night Watch" Sergeant Major G. P. Lammen, H.K.V.C.

21.—Song: "The Lay of St. Alban" Lieut. J. Mossop, H.K.V.C.

22.—Song: "The Blue Devils" A.O.C.

23.—Song: "The Night Watch" Sergeant Major G. P. Lammen, H.K.V.C.

24.—Song: "The Lay of St. Alban" Lieut. J. Mossop, H.K.V.C.

25.—Song: "The Blue Devils" A.O.C.

26.—Song: "The Night Watch" Sergeant Major G. P. Lammen, H.K.V.C.

27.—Song: "The Lay of St. Alban" Lieut. J. Mossop, H.K.V.C.

28.—Song: "The Blue Devils" A.O.C.

29.—Song: "The Night Watch" Sergeant Major G. P. Lammen, H.K.V.C.

30.—Song: "The Lay of St. Alban" Lieut. J. Mossop, H.K.V.C.

Fire railway through Siberia has this spring carried over 100,000 immigrants to the Far East. Last year 16,000 were settled along the Ussuri river. These immigrants are of the class fostered by Government. They are conveyed at nominal prices, with all their goods and chattels, provided with land and first aid to settlement in hard cash and are called up to serve when wanted as soldiers. Naturally, those families are chosen whose members have been through the military mill in Europe already. This is known as the Cossack system, and the men are to all intents and purposes actually Cossacks.

THE Australian correspondent of the *N. C. Daily News*, speaking of the Royal visit there, says:—"However much may be written and said about the yellow element in Australia, the fact remains that the spectacle organised by the Chinese residents of Victoria, in honour of the Ducal visit was a distinctly popular one. We who come of a Western stock may laugh at the tawdry art with which the Celestial decks his street pageants, his dragons and other curious animals may convey no meaning to our superior intelligence, and his music appear but a discordant jumble of sound. Still when he turns out in all his glory to proceed through our wide and prosaic thoroughfares, no one leaves until he has seen the infuriated dragon's swishing tail disappear around the corner.

AT St. Petersburg, on November 14th next, will be opened an exhibition of the arts, manufactures, products, and inventions of the British Empire, to be held in the Tauride Palace and grounds, which have been graciously lent for that purpose by the Empress Alexandra Feodorovna. Trade between Russia and the United Kingdom, both in exports and imports, has steadily declined in the last decade, and it is hoped by this exhibition to do something to put an end to this condition of things. The Tsar and many of the highest Russian officials are displaying deep interest in the undertaking. Visitors to the capital are familiar with the Tauride Palace, which, situated about a mile and a half from Newsky Prospect, is one of the most exquisitely decorated historical buildings of the city. For the exhibition, it affords an area of 44,000 superficial feet, and space remains in the grounds for two other buildings of 100,000 and 60,000 superficial feet respectively. The exhibition, which is inaugurated at the height of the Russian season, remains open for three months.

WATER POLO.

A water polo match took place yesterday at the Victoria Recreation Club in the presence of a large number of spectators. It was between a team from the Field Battery of the Hongkong Volunteers and a picked side from the Garrison.

The Field Battery (red caps) were Messrs. Kenneth, Lapsley, Loureiro, A. E. Alves, A. A. Alves, Miller, and Lieut. Armstrong. The Garrison team (white caps) were represented by Messrs. Josling, Shalgrove, Monk, Mertens, Morris, Gregory, and Hogg.

The game from start to finish was very fast. The individual play of some of the white caps, notably Messrs. Gregory and Monk, was good enough to win the match, but the organised game of the reds was too strong, enabling them to win by 6 goals to 2. The most conspicuous among the winning side were Lieut. Armstrong, A. E. Alves, A. A. Alves and A. Loureiro.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

THE GYMKHANA MEETING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH":

SIR,—I note with surprise your report of our Gymkhana Meeting and also the anticipatory screech that appeared on Friday. Will you kindly understand once for all that these meetings are arranged by a party of gentlemen who are not themselves responsible to the ordinary public and with equal indifference look upon praise or censure. The ladies and gentlemen who took an active part in what your "peppy liner" (if you will pardon the expression) called foolishness, interested themselves and amused the circle of their friends who attended; as for any patronage by the outside public we can ignore that altogether, and hope in future you will remember we do not aim at being the promoters of a race meeting.

I remain, Sir, Yours truly, "MEMBER."

Hongkong, July 2nd, 1901.

[Yes "Member," we helped ourselves liberally to salt as we read your letter. Did you back a loser?—Ed., H.K.T.]

BEACHCOMBING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH":

SIR,—You have the reputation of doing a fellow a good turn when you can, so will you put this in your paper. I hear a lot of talk of the loss of fellows there are on the beach just now, and why don't they run them in. Well, I'm one of them and I've never been in goal in my life. I'll tell you how I came to be in my present condition. I was paid off in Hongkong and like a fool played up most of my stuff as soon as I got ashore. I thought I could easily get another ship. But I find out my mistake when it's too late. The case is simply this. They will only engage men from the "Sailors Home." You have to plank down \$30 before you can get into the home. I haven't got \$30 and there you are; my papers will show I'm no loafer but a man of good character and up to my work, and yet I'm a beachcomber. I don't say there are not a lot of waters knocking about, but I know a number of men, good seamen, floating round and because they can't get into the Home they're damned.

Yours truly, BEACHCOMBER.

Hongkong, July 2nd, 1901.

AT THE MAGISTRACY.

SANITARY BOARD CONVICTIONS.

Inspector Hogarth of the Sanitary Board had a list of 21 charges this morning and in each case the defendants were fined. The offence generally was the possession of cubicles built contrary to law. Some of the offenders had been warned as far back as last February.

THE ABSENTEE DRUNK.

John Garner on being called this morning was absent. His bail \$5 was created—Charge, Drunk and incapable.

CHAIR COOLIE AGAIN.

THE ASSASSINATION OF MR. HOSHI TORU.

The *China Gazette* gives the following account of the murder of Mr. Hoshi Toru, the Governor of which was wired by our correspondent.

On the 21st ult. Mr. Hoshi Toru was attending a private meeting of the Tokyo Municipal Council. After the meeting adjourned at 3 p.m. on the day in question, he was in conversation in the Council room with Mr. Matsumura, Chairman of the Tokyo Municipal Council, Messrs. Hata and Yoshida, Deputy Chairmen of the Council and Messrs. Nakabachi, Ezaki and Ichi, members of the Council. Just at that time a man called Iba Sotaro, aged about 40 years, came in and asked to see the Municipal Councilors, saying that he belonged to the National Committee of the District of Yotsu-ri, Tokyo. The Municipal people considered from his appearance that he was a man of position and had no suspicions about him. However, suddenly he rushed behind Mr. Hoshi and with a dagger stabbed him through the lung from the right hand side. Iba being an old samurai and a famous fencing master stabbed his victim in a vital part and Hoshi was not able to offer any resistance nor were the other bystanders able to do anything at the time, owing to the suddenness of the attack. But Mr. Hiraga, secretary of the Municipal Council, arrested the assassin and then the other members of the Council and Mr. Kusakabe assisted in the work and the police station and the assassin was sent to the police station. Mr. Hoshi's wound was so deep and deadly that he never uttered a word from the moment he was struck. Doctors were called in, but before their arrival the victim of this terrible tragedy was dead. His body was sent to his residence at Anyama. Iba Sotaro told the police that he always intended to murder Hoshi and had given up all his property, as well as his wife and children, had planned the assassination with great caution and he would have lost "face" if Hoshi survived the wound he intended to inflict. He had determined to kill him for the sake of national education. Iba Sotaro, a samurai of old Tokugawa Shogun and at the time of the reformation fought against the Mikado. Afterwards he opened the Tokyo Agricultural School; he also opened a school of education called "Fukuroku" and devoted himself to educational work. In the year 1892 he entered the Japan Savings Bank and became afterwards the President of the Bank where he was an adviser up to the date of his crime. He is 51 years old and a famous fencing master amongst the swordsmen of Tokyo. The *Japan Times* of the 22nd adds the following particulars:—When the assassin drew out his sword after the last thrust Mr. Hoshi fell off his chair in a dying condition, and it was then only that Mr. Hiraga clerk of the meeting realizing what had taken place jumped at the murderer from behind and took away from him his bloodstained sword. The others came to the clerk's help and assisted him in capturing the assassin who, however, offered no resistance, saying that he knew what he was doing and he was not a man to run away. Shortly after some policemen arrived on the scene and took the man away with them.

The above is in brief an account of how the horrible crime was committed as given by one of the eye witnesses on the occasion. As to the motive of the assassin nothing is yet known except vague rumours. It is however said that he is a follower of some noted Sotaro Iba, and living in Yotsu-ri.

As for Mr. Hoshi he died of the effects of the wounds soon after the attack had been made on him. About an hour after his remains were carried in a carriage to his residence in Anyama. Mrs. Hoshi and her family have our deepest sympathy as well as that of all right minded persons throughout the empire.

THE WOOSUNG RAILWAY.

The management of the Shanghai-Woosung Railway, which for some characteristic but idiotic Chinese reason, is officially styled the Sung-Wu Railway, seem at last to realize that they ought to give a little value for the exorbitant charges they exact for the worst managed and most expediting little railway in the world. This distinction surely the line in question has earned, as after nearly three years of its existence it has no night service and suspends operations when the sun goes down. A glimmering of reason, however, seems to have struck in somehow and illuminated the minds of the management, that the travelling public want something more from a line which runs nowhere and ends up a squirrel path in the wilds of Hongkong. But they are not quite sure what their patrons desire. So accordingly, more *Sinclair's* they have put on a couple of pretty tapestry covered cars in the hot weather, instead of sticking to the cooler leather during the summer months, and have also reduced the first class fare to sixty cents—which is only what we have been paying all the past year, though the tickets were marked 80 cents—an atrocious charge for a ten minutes journey. But the Sung-wu directors seek to give the traveller the value for his money by making their trains crawl along at the rate of something less than 20 miles an hour, taking even half an hour to do the journey. Still we must be thankful for any sign of dawning intelligence and will continue to hope the railway people will persevere and grow in enlightenment, as the centuries roll by. Yesterday Mr. Dunstan, the locomotive superintendent, took the press representatives down the line and "filled them up" with tiffin etc. at the Woosung Hotel, while showing them the results of dawning light in his direction as evidenced by the tapestry covered cars and the reduced 60 cents instead of the nominal 80 cent fare which no body paid. If the railway management would rise to the wild enthusiasm of a night service and continue the line to somewhere that people would want to go to, we give them over unreserved benediction, but so far, if we may speak plainly, the Lilliputian Sung-Wu line only whets the appetite of the traveller for more. What the astute Sheng can be thinking about in letting such a gold mine as the railway to Sochow and Hangchow lie idle till after the dies, we cannot imagine.—*China Gazette*.

TUNG FU-SIANG IN MOTION.

SHANGHAI, June 26th.

News arrived here yesterday that General Tung Fu-siang is marching on Taiyuan, and that the Governor of Shanxi is soliciting foreign assistance.

THE DEPARTURE OF GENERAL GASELEE.

General Gaselee is expected to leave Peking on the 18th inst.—*N.C. Daily News*.

BERLIN, 24th June.

NEWS FROM RUROPE.

An international Board is about to be formed at Tientsin for the War Loan service, and those connected therewith will also be entrusted to watch over the income of the sea salt gabelle.

The situation in Manchuria is again considered serious at St. Petersburg, as according to late news, large bodies of troops, including Mongolian and Manchurian, are reported to be congregating.—*Oriented Lloyd*.

INDEMNITIES PAID IN KIANGSI PROVINCE FOR THE RIOTING OF MISSIONS IN 1900.

NANCHANGFU, June 20th.

In view of the fact that so much is being said in the papers and elsewhere regarding the amount of indemnity being paid by the Chinese Government to the various missionary societies carrying on work in China, I suppose no missionary will object to the facts being fully published. What we want is facts, and then if there is anything crooked about this indemnity business, let the individual responsible for the crookedness be held responsible. I send herewith a list of indemnities taken from the official records as per agreement made by representatives of the various missionary societies concerned.

French Missions, R.C.'s. Number of places rioted 47. Indemnity agreed upon for churches destroyed and losses sustained by native Christians: Tls. 511,010, plus 5915,257.14.

American Missions, Protestants. Number of places rioted 5. Indemnity agreed upon for churches and native Christians 519,028.

American Bible Society 5120.00.

English Missions, Protestants. Places rioted 5. Indemnity for churches and native Christians 518,930.

German Missions, Protestants. Places rioted 2. Indemnity for churches and native Christians 519,080.

Number of native cases in Court. French Missions, Catholics 2,300. American Missions, Protestants, 40. English Missions, Protestants 33. German Missions, Protestants, List incomplete.

Recapitulation:—

Total Catholic claims, Tls. 511,010 plus 5915,257.14.

Total Protestant claims, 537,988.

Total Catholic cases in court 2,300. Total Protestant cases 73.

The Catholics occupy about 60 centres of work in the province, while the Protestants occupy about 140. It is impossible to give anything like an accurate estimate of the numerical strength of the Catholic and Protestant Missions. It is safe to say that in localities where the loss was about the same, that the wide discrepancy in the amount of indemnity demanded. It is possible that these figures and notes may be of interest to our diplomats of the various countries now financing with China. If tabulated statements could be had from all the provinces they might be interesting documents to place in the archives for the benefit of the future historian.—*N.C. Daily News*.

THE PERING-TIENTSIN RAILWAY.

Some interest has been recently aroused by telegrams concerning an accident on the railway which forms the geographical backbone of the military situation in China. It was first reported as due to a "culvert repaired by the Germans." Next, as caused by a heap of sand on the line; and finally, as "in a measure due to the general condition of the line which needs to be repaired." The military engineers have had to make the best of rails which were damaged by the boxers, and an inadequate supply of sleepers and bad bolts, etc. Which ever of these is more nearly correct, one cannot refrain from the feeling that possibly if the repairs to and running of the line were left to those who designed, built, and maintained it, it might run more sweetly. It is still working on thin ice, and that the ice over there is very thin may be judged from the wording of the first telegram above noted, and from the fact that the penalty of a two belonging to one nation only touching a bridge guarded by another nation is sufficient excuse for a volley. The existing staff of the northern railways carried all the Chinese troops sent north in the China-Japan war over a single line and light rail, and carried them without a hitch through the disastrous floods which breached the line at frequent intervals. Repairs had to be constantly made on banks, bridges, and culverts, and the troops were kept going through without even a small accident—saying that once a "brave" from far districts tried to stop a car with his toe! Even in that case no damage was done to the car! On the double track (Tientsin-Peking line) the boxers, drawing in their own details to the general orders given them from Peking, drew the spikes or forced the trained natives to do so, piled the sleepers inside the stations, soaked them with kerosene, and so burnt up sleepers and stations buildings together. The rails, being too heavy to carry off to the villages, were thrown down on one another, or on bridge abutments, and so bent as to be useless. It is scarcely conceivable that the military engineers who first assumed possession of the line, Russians, Germans, and French, should not have long ago ordered and received such rails as were necessary for repairs. If they have been received, it would seem difficult to account for the statement that a line which a year ago was an excellent piece of work in every respect—fully ballasted, well laid with heavy rails, and over which 55 miles per hour was often run comfortably—is now "utterly inefficient for the traffic." Nothing but lamentable neglect on the part of those who withheld this railway from the British bondholders—the mortgagees of the line—and their engineering staff on the ground, can explain such a fine piece of engineering being reduced to one "utterly inefficient for the permanent traffic." The last occurrence of an accident of any importance on the Imperial Chinese railways was over ten years ago, and that was the first after some ten years' working.—*Engineering*.

THE INDIAN TROOPS IN CHINA.

A press correspondent has elicited some interesting facts relating to the reports of discipline, bad behaviour, and lack of smartness and bravery on the part of the Indian troops in China which have been spread by unfriendly critics in Europe.

An Anglo-Indian officer said that so far as the regular Indian troops were concerned there was no truth whatever in the allegations. The bravery, the behaviour, and discipline of the men throughout the campaign had been admirable.

But at the same time (and he had high authority for this statement) he could well imagine how the reports had arisen. The fault lay with the Indian followers and coolie bearers, whose behaviour and appearance led to be desired. These men, of whom there were some thousands, were certainly open to criticism, and had no doubt been taken by the intelligent foreigner for Indian soldiers and criticised as such. The ragged and undisciplined appearance of these men had no doubt led to wholesale condemnation of the Indian troops.

In conclusion, he said, were he in a tight place he would as soon have a high class Indian regiment—the Sikhs, for instance—than him given the authorities such a false

PROPOSED TEA TRUST.

A recent issue of the *New Press* says:—A Tokyo telegraphic despatch states that the Japanese tea merchants are discussing the measures to be taken in view of the formation of a Tea Trust. Meetings have been held at the Dai-kan Hotel, Shidzuoka. Messrs. Otani Kabei, Matsuo Miyuji, Nakamura Jiro, Koshino Shiro, Oishi Ichi, Uno Asaburo, Baba Sadamu, Aisawa Khei and Yamamoto Kametaro are the principal representatives at the meeting. Mr. Otani explained the nature and origin of the Tea Trust on the first day but nothing was decided, as the tea districts of western Japan were not sufficiently represented.

In the *Japan Times* appears the following copy of a letter addressed by five of the foreign firms to the President of the Tea Guild on the subject of the proposed Trust.

(Copy).

Yokohama, 18th June, 1901.

K. OTANI, Esq., President Japan Tea Guild.

Sir,—We, the undersigned firms, understanding that we have been represented as being in favour of the proposed Tea Trust, beg to state that we see no good reason for the formation of any trust. Moreover, we are of opinion that such an undertaking could not be successfully carried out.

We are, Sir, Your obedient servants,

pro. JARDINE, MATHESON & CO. H. KESWICK.

HUNT & CO. HELLVER & CO. BERNARD & CO. J. M. BRANDENSTEIN & CO.

PRESENTATION TO COUNT VON WALTERSEE IN KOBE.

The *Kobe Chronicle* says:—It has been decided to present a souvenir, in the shape of a silver bowl, to Count von Waltersee when he passes through on his way home. In this, needless to say, residents of different nationalities are co-operating, all being pleased to have this opportunity of showing their appreciation of the distinguished services rendered by the Field-Marshal as Commander-in-Chief of the Allied troops in North China. Those who are more actively interesting themselves in the matter are Messrs. Yamamoto Kametaro (Chairman of the Japanese Chamber of Commerce), Osone Kiichiro, Ushiba Takizo, E. W. Tilden, Ch. Lange de la Camp, H. Pitteri, A. H. Groom, Gutierrez, I. A. Aillon, and W. Tallers. Mr. Aillon has kindly consented to act as Honorary Secretary and Treasurer, and subscriptions will also be received by the Hongkong and Shanghai and Chartered Banks. All residents are cordially invited to subscribe, such subscriptions being naturally limited to small amounts.

The bowl which was selected by the Committee is on view at Messrs. Kuhn and Komor's Art and Curio Store, and is a very fine sample of Japanese art metalwork. The bowl itself stands 6 inches high and measures 12 inches in diameter. On the convex side the bowl is chased and chased to represent a chrysanthemum in full bloom. The interior is fluted, the depressions corresponding to the graceful lines of the rim. It stands on an ebony carving itself an object of rare value—seven inches high. The cup, at present, is not quite complete, a small plate with an inscription having to be affixed. It says much for the resources of Messrs. Kuhn and Komor's establishment that the Committee were able to find there precisely the ornamental bowl they desired.

THE CHUCKERS-OUT.

There are Continental gentry Who have hidden me believe, That Joe commenced the racket, Without "the people's" leave. But next time I hear this statement, They so confidently spout, I shall ask them to account for, These Eight Hundred Chuckers-out.

They say that Stead (that vermin!) Has "the people" at his back, That the mighty "British Public" Follows Mr. Morley's tack. But don't you think their theory Is open to a doubt, When a pro-Bear Missionary Needs Eight Hundred Chuckers-out?

I fancy when a speaker, Has his audience by the hearts: When he has a willing target, For his oratorical darts: That he really should be capable, Of getting on without, A noble guard of honour, Of Eight Hundred Chuckers-out.

Perchance the British Public, Feel as Joe's detractors say, And perhaps he's merely gulled them, Just to work his wicked way, But anyhow—*Let Continence*, When Joseph takes the floor, He doesn't have to hire, Gentlemen to keep the door.

JOSE CHINCHINJOSS, in the *Singapore Free Press*.

NETHERLANDS INDIA NEWS.

(Straits Times.)

Cinchona planters in Java are now rejoicing. The price of bark had been so low of late that the idea of restricting production to raise the price had gained ground among them. The point was still under discussion when, all of a sudden, the price shot up. It has now for months kept up so high as to give rise to the belief that bark stocks in Europe are low, despite the enormous exports of the article thither in 1900.

At Ternate, in the Moluccas, the Packet Navigation Company is trying hard to compete with the Chinese-owned steamers which trade between that port and Singapore. Ill-success has hitherto attended the Company. The Chinese and Arab traders prefer the rival steamers which go direct to Singapore and take cargo on more favourable conditions than the heavily subsidised packet steamers can offer.

Mining coolies have a hard lot, working as they often do under unhealthy conditions in newly opened up places such as Redjang Lebong. Sickness, hardship, and high death rates are common. The Government seek to improve matters by a Coolie Ordinance which is said to fall short in not providing more explicitly for mining companies attending too roughly to the sanitary wants of the coolies.

The Theosophists at Samarang kept, the other day, the "White Lotus Day"—the anniversary of the death of Madame Blavatsky, their prophetess, in 1891. Addresses in her praise were delivered, and much was said of the mystic significance of the Lotus as a religious symbol. The "White Lotus" was glorified by Schumann, and present reverent closed by those of amid white lotus.

Cholera has broken out at Bagdad, and the authorities such a false

once vigorously started a grand sanitary cleaning-up of the city. Hundreds of convicts were set to work to remove the heaps of refuse and rubbish lying about which had been untouched for months.

At the Government coal mines at Ombilia, in Sumatra, the output has so fallen off from scarcity of labour that the Government had to fall back upon Cardiff and Bengal coal for storage purposes at Sabang Bay (Pulo Way).

The Java Government has just made a progressive move, by allowing women to compete at the examination for the Government clerical service. Steps have also been taken to throw open appointments to women.

BRITISH APPROVAL OF AMERICAN POLICY IN CHINA.

The *Literary Digest* says the press of Great Britain is almost unanimous in commending our (U.S.) Chinese policy. *The Times* and *The Daily News* (London), usually at opposite political poles, seldom lose an opportunity to praise our moderation and good sense. The American suggestions in the far East are always sensible, says *The Guardian* (Radical, Manchester). Commenting on Mr. Rockhill's plan for basing the Chinese indemnity on the sum China can afford to pay without becoming bankrupt, *The Guardian* says:—"Compensation there must be; but the assumption throughout the negotiations that it is the lower limit that is fixed by the actual expenditure of the victors in the war is wholly novel. Besides, technically we have never been at war with China; what, then, is the legal justification of an indemnity? Again, what compensation do the powers mean to pay to China for the indiscriminate pillage in which their troops have indulged? Surely the losses incurred by China through the shameful violation of the laws of war by some of the international troops should be told off against the expenditure incurred by the powers in protecting their legations?"

Mr. Rockhill's plan is a common-sense and businesslike proposition, says *The Outlook* (London); but it fears that the plan is too simple for acceptance. *The Celestial Empire* (Shanghai), published under English auspices, sees evidence of an attempt on the part of Russia to gain American friendship and even alliance. This journal quotes the Russian statesman, Prince Ukhomskiy, as declaring that "Russian autocracy has nothing in common with Czarism, but is a national idea of unity which fits her for alliance with America against English imperialism." It counts this idea and asserts that Russia and America can have nothing in common. Their policies in China are at complete variance. Russia opposes sending missionaries to China, as the enlightenment of the Chinese means the failure of Russian ambition. But the American missionary, "perhaps more than any other, stands for enlightenment."

NOTANDA.

CALENDAR.

JULY.

Meteorological means based on fifteen years observations to 1895.

Barometer..... 29.738

Thermometer..... 81.6

Humidity..... 83.0

Rainfall..... 14.210

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer..... 29.67 29.59

Temperature..... 86 85

Humidity..... 76 75

Rainfall..... 0.01

TO-DAY.

Tuesday, 2nd July, 1901.

Chinese—17th of 5th moon of 27th year of Kwang-su.

Sun—Rises..... 5hr. 20min.

Moon—Full Moon 6th, 5min. a.m.

High water—Morning..... 5hr. 25min.

Afternoon..... 5hr. 40min.

Low water—Morning..... 5hr. 3min.

Afternoon..... 5hr. 54min.

ANNIVERSARIES.

1840—Amoy forts and a fleet of junks destroyed by H.M.S. *Blonde*.

1850—Sir Robert Peel died.

1857—Lord Elgin arrived in Hongkong.

1873—French Expedition from the Hungkiang arrived in Hongkong.

1881—Assassination of President Garfield.

1897—Banquet given to the Russian Ambassadors by the Empress Dowager.

TO-MORROW.

Wednesday, 3rd July, 1901.

Chinese—18th of 5th moon of 27th year of Kwang-su.

Sun—Rises..... 5hr. 21min.

Sets..... 6hr. 47min.

High water—Morning..... 5hr. 3min.

Afternoon..... 5hr. 16min.

Low water—Morning..... 5hr. 49min.

Afternoon..... 5hr. 9min.

ANNIVERSARIES.

1842—Attempted assassination of Queen A. Victoria by John Bean.

1844—Treaty of Wanghsai signed.

1866—Battle of Sadowna.

1880—General Gordon arrived in Hongkong on his way to visit Li Hung-chang.

1890—Prince Phaulrangsi and suite arrived in Hongkong.

1897—Death of Mr. J. M. Armstrong, Governor of Australia.

1898—Aguinado proclaims the Republic of the Philippines and assumes office as President—Admiral Sampson destroyed Spanish fleet under Admiral Cervera at Santiago.

1899—Miss Ada Wallace drowned while boating at Shanghai.

AGENDA.

TO-MORROW.

H. K. V. Co.'s Promenade Concert at the Volunteer Parade Ground.

4 p.m.—D. S. & Co.'s steamer *Catherine Ahear* leaves for Indian Ports.

9 p.m.—Open-air concert at the Parade Ground. Headquarters, by the H.K.V.C.

O. S. K. Co.'s steamer *Anping Maru* leaves at daylight for Foochow via Swatow and Amoy.

5 p.m.—H. A. L. Co.'s steamer *Acilia* leaves for Yokohama and Kobe.

Cargo ex *Silvia* subject to rent.

Cargo ex *Malacca* subject to rent.

THURSDAY, 4th.

Noon—T. K. Y. Co.'s steamer *America Maru* leaves for San Francisco, via Shanghai, etc.

8 p.m.—Smoking Concert at the Masonic Lodge, Zetland Street.

FRIDAY, 5th.

Noon—V. K. steamer *Kawachi Maru* leaves for Kobe and Yokohama at daylight.

Cargo ex *Benader* subject to rent.

The P. & O. Co.'s steamer *Bengal* leaves for Shanghai.

SATURDAY, 6th.

Noon—P. & O. Co.'s steamer *Chusan* with mails etc., leaves for Europe.

12.15 p.m.—Meeting of the Shareholders of the Hongkong Electric Company Ltd., at their offices.

C. N. Co.'s steamer *Taiyuan* leaves for Brisbane, Sydney, and Melbourne.

MONDAY, 8th.

Cargo ex *Acilia* subject to rent.

WEDNESDAY, 10th.

O. S. K. Co.'s steamer *Maiduru Maru* will leave for Amoy, via Swatow and Amoy.

THURSDAY, 11th.

Noon—N. D. L. Co.'s steamer *Kiautschow* with mails etc., leaves for Southampton.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

June 22nd.

Mr. Rattenbury, now in Hongkong, takes command of the *Dismanite*, the present captain goes home to bring out a new steamer.

Mr. MacArthur, 2nd officer *Esmeralda*, is promoted 1st officer of that ship.

Mr. Johnstone, sails as 2nd officer of the *Esmeralda*.

June 24th.

Mr. Gibson, chief officer of the *Haitan*, has been transferred to the *Haitan* in the same capacity.

June 25th.

Mr. Fraser ex 3rd mate of the *Diamante*, is promoted and mate.

Capt. Ramsay of the *Diamante* is going home on leave.

Mr. J. Evans has gone chief officer of the *Haitan*.

Mr. A. B. Short is acting chief officer of the *Haitan*.

Mr. C. Walker, late 3rd officer of the *Haitan*, is promoted and 2nd officer of the *Haitan*.

Mr. Atwood, recently on sick leave, has gone 3rd officer of the *Haitan*.

Mr. Fairfield, has been appointed supercargo 2nd officer of the *Haitan*.

June 26th.

The officers of the s.s. *Tsinan* are, Captain O. Anderson, chief officer C. Webb, 2nd A. Burn, 3rd J. Carle, chief engineer J. Runcie, 4th M. Murray, 3rd P. Maquire, 4th J. Smythe, chief steward J. Wilson.

June 29th.

Mr. G. A. Elliot of the s.s. *Whampoa* is ashore in Hongkong preparatory to passing for master.

July 1st.

Captain Merlees, formerly of the *Haitan*, has been appointed captain of the *Haitan*.

Captain Merlees, Jun, formerly captain of the *Haitan*, is appointed to the *Haitan* in the same capacity.

Captain Anderson has been appointed to the command of the *Haitan*.

Mr. Rodger, formerly 2nd officer s.s. *Diamante* has gone home, and will return as chief officer of one of Messrs. Sheehan Tones, new steamers.

Mr. Fraser, 3rd officer, has been promoted and 2nd officer of the *Diamante*.

Mr. F. Turner has been appointed 3rd officer of the same ship.

Mr. Swanton is appointed 3rd officer of the *Esmeralda*.

Mr. Arthur Notley is appointed chief officer of the s.s. *Diamante*.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Annam*) to-morrow.

English (*Bengal*) 4th instant.

American (*City of Peking*) 4th instant.

Canadian (*Empress of Japan*) 9th instant.

American (*Gaelic*) 12th instant.

American (*Hongkong Maru*) 20th instant.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Yokohama at 9 a.m. on Monday the 1st inst., and left again at 2 p.m. same day for Kobe where she is due to arrive at 1 p.m. on Tuesday the 2nd inst.

HONGKONG AND WHAMPOA DOCK RETURN.

Arctura..... "at Kowloon Dock.

Union..... " " "

Kongwa..... " " "

Sussex..... " " "

Kohshichang..... " " "

Juno..... " " "

Australian..... " " "

Irish..... " " "

Haitan..... " Cosmopolitan.

Colonia..... " " "

Munchen..... " " "

Sinangan..... " " "

P. C. Kiao

PASSED THE CANAL.

Outward—11th June—*Kaisow, Kongsberg, St. Irene, Erzerhook, Franz Ferdinand, Erica, Glenagean, Glenroy, 14th June—Bamborg, Paladus, Ernest Simons, 18th June—Antenor, Indus, Awa Maru, 21st June—Hing Maru, Edderton, 25th June—Angul, Neckar, 28th June—Benvenue, Stentor, Saxonia, Alexandria.*

Homeward—18th June—*Stuttgart, Banca, Dresden, Baltavia, Meridian, Ouzana, Sithonia, 25th June—Canton, Preussen, Silda.*

Arrivals at Hong—25th June—*Asagiri, Awa Maru, Kongsberg, Marburg, 28th June—Willekind, Antenor.*

Shipping.

Arrivals.

KASHING, British steamer, 1,158, R. Sanderson, 1st July—Hongay 29th June, General—Butterfield & Swire.

TAISUIN, American steamer, 1,216, Patterson, 2nd July—Canton 1st July, General—C. M. S. N. Co.

ITURDA, British transport, 3,361, M. England, 2nd July—Calcutta 19th June.

LOWTHER CASTLE, British steamer, 2,961, Jackson, 2nd July—Yokohama 5th June, and Amoy 30th, General—Dodwell & Co., Ltd.

FRICHING, British steamer, 980, J. Gordon, 2nd July—Canton 1st July, General—C. M. S. N. Co.

KANSU, British steamer, 1,240, Arnold, 2nd July—Canton 1st July, General—China.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 2nd July—Manila 29th June, General—Jardine, Matheson & Co.

HAITAN, British steamer, 1,183, J. S. Roach, 2nd July—Fochow 28th June, Amoy 20th, and Swatow 1st July, General—Douglas, Lapraik & Co.

TSURUHIKO MARU, Japanese steamer, 1,240, Ikigami, 2nd July—Keelung 29th June, Cochin—Nippon Yusen Kaisha.

KWAIYANG, British steamer, 1,062, A. W. Outerbridge, 2nd July—Tientsin via Chifoo and Wei-hai-wei 25th June, General—Butterfield & Swire.

DEWAWONOSE, German steamer, 1,077, H. Textor, 2nd July—Koh-i-chang 26th June, General—Butterfield & Swire.

Clearances at the Harbour Office.

Jacob Diederichsen, German str., for Hoilow.

Apenrade, German str., for Haiphong.

Pak Kong, British str., for Canton.

Haimoon, British str., for Canton.

Tsinan, British str., for Yokohama.

Kueiyang, British str., for Canton.

Kansu, British str., for Canton.

Departures.

July 2, *Kwongsang*, British str., for Hongay.

July 2, *Deucalion*, British str., for Shanghai.

July 2, *Wosung*, British str., for Canton.

July 2, *Taitang*, British str., for Canton.

July 2, *Siltberg*, German str., for Canton.

July 2, *Rajah*, British transport, for Taku.

July 2, *Alta Kolo*, Ger. str., for Shi-wu-yau.

July 2, *Sultan van Langkat*, Dutch str., for Aroo Bay.

July 2, *Tsinan*, British str., for Yokohama.

July 2, *Loongmoon*, German str., for Shanghai.

July 2, *Benader*, British str., for Nagasaki.

July 2, *Dieterichsen*, German str., for Hoilow.

Passengers—Arrived.

Per *Yuensang*, from Manila—Messrs. A. Procvitta, Solomon Itokoff, Capt. and Mrs. C. Crane and baby, Messrs. Dy. Ope, Dy. Yaco, James Ellis, Daniel de Rosa, F. E. Emery, R.N., J. M. Zucker, D. Manuch, J. Bantole, S. C. Butler, R. Grey, McMetcalfe, and 10 Chinese. For Amoy—116 Chinese.

Per *Haitan*, from Coast Ports—Messrs. A. B. Reynolds, H. Yacobi, Shen Shan Yuen, and 67 Chinese.

SHIPPING REPORTS.

Capt. P. H. Rolfe, of the steamship *Yuensang*, from Manila, reports—Light breeze and fine weather throughout the entire voyage.

Captain A. W. Outerbridge, of the steamship *Kueiyang*, from Tientsin, Chifoo and Wei-hai-wei, reports—Moderate S.E. winds and fog from Shanghai Promontory to Heishan Island, thence to port moderate S.W. monsoon and fine weather.

Captain J. S. Roach, of the steamship *Haitan*, from Swatow, Amoy and Fochow, reports—Left Fochow on the 28th ult. at 4 a.m., and arrived at Amoy at 6 a.m. on the 29th, fresh S.W. monsoon and light S.W. sea throughout. Left Amoy at 4 p.m. on the 29th, and arrived at Swatow at 5.30 a.m. on the 30th, moderate to light S.W. monsoon and smooth sea. Left Swatow at 4 p.m. on the 1st inst., fresh S.W. monsoon, moderate sea, and fine weather. Vessel in Fochow—French cruiser *Desbarres*. In Amoy—*Hong Wan I*. In Swatow—*Lee Yuen*, *Bendichung*, *Tai Lee*, *Chefoo*, *Singam*, and *Fung Chung*.

STEAMERS EXPECTED.

| Names. | From. | Date. |
|-----------------------|--------------------|-----------|
| Annam..... | Saigon..... | To-morrow |
| Kawachi Maru..... | Singapore..... | To-morrow |
| Siam..... | Singapore..... | To-morrow |
| Indrapura..... | Japan..... | To-morrow |
| Bengal..... | Singapore..... | July 4th |
| City of Peking..... | Shanghai..... | July 4th |
| Biagno..... | Singapore..... | July 5th |
| Kaisow..... | Singapore..... | July 5th |
| Empress of Japan..... | Vancouver..... | July 5th |
| Gaelic..... | San Francisco..... | July 12th |
| Hiroshima Maru..... | Bombay..... | July 12th |
| Hongkong Maru..... | San Francisco..... | July 20th |

We would direct the attention of shipping firms to the style in which the *Steamers Expected* and *Projected Sailings* are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information.

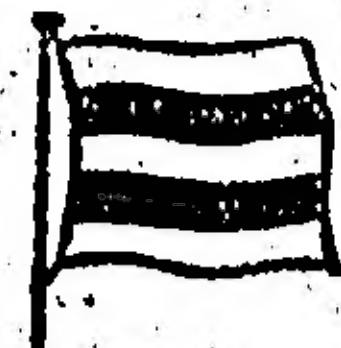
PROJECTED SAILINGS.

| | | |
|------------------|--------------------|------------|
| Acilia | Havre, &c. | Aug. 9th |
| Alcinous | London | July 23rd |
| America Maru | San Francisco, &c. | July 4th |
| Anping Maru | Foochow | July 3rd |
| Australian | Sydney, &c. | July 24th |
| Arara | New York | Aug. 1st |
| Banca | Shanghai, &c. | July 18th |
| Bayer | Straits, &c. | July 25th |
| Bengal | Shanghai | July 5th |
| Bingo Maru | Kobe & Yokohama | July 18th |
| Catherine Ahear | Singapore, &c. | July 3rd |
| China | San Francisco, &c. | Aug. 6th |
| Chusan | Europe, &c. | July 6th |
| City of Peking | San Francisco, &c. | July 13th |
| Coptic | San Francisco, &c. | Sept. 10th |
| Dajin Maru | Canton | July 7th |
| Doric | San Francisco, &c. | Aug. 15th |
| Emp. China | Vancouver, &c. | Aug. 7th |
| Emp. India | San Francisco, &c. | Aug. 28th |
| Emp. Japan | San Francisco, &c. | July 17th |
| Gaelic | San Francisco, &c. | July 23rd |
| Glaucus | Liverpool | July 15th |
| Glenesk | London | July 13th |
| Hainan | Shanghai, &c. | July 25th |
| Hailong | Swatow, &c. | July 3rd |
| Haitan | Swatow | July 4th |
| Hamburg | Straits, &c. | Oct. 16th |
| Hiroshima Maru | Moji &c. | July 16th |
| Hongkong Maru | San Francisco, &c. | July 30th |
| Hudson | New York | Aug. 1st |
| I. F. Chapman | New York | Ok. desp. |
| Idzumi Maru | Victoria, B.C. | July 8th |
| Indrani | New York | July 10th |
| Indrapura | Portland, &c. | July 12th |
| Jaya | London | July 13th |
| Kagoshima Maru | Bombay | July 10th |
| Knapow | Victoria, B.C. | Ok. desp. |
| Kogata Maru | Shanghai | July 19th |
| Kobe Maru | Kobe & Yokohama | July 18th |
| Kiautschou | Straits, &c. | July 11th |
| König Albert | Straits, &c. | Aug. 22nd |
| Kwiyang | Tientsin | July 10th |
| Lowther Castle | New York | July 13rd |
| Maria Valerie | Singapore, &c. | July 17th |
| Maizuru Maru | Swatow, &c. | July 10th |
| Nippon Maru | San Francisco, &c. | Aug. 24th |
| Olympia | Victoria, B.C. | July 16th |
| Pelee | London | Aug. 6th |
| Perla | Manila (Direct) | July 8th |
| Peru | San Francisco, &c. | Aug. 3rd |
| Prinsen | Shanghai | Oct. and |
| Prins van Oranje | Straits, &c. | Sept. 16th |
| Princess Irene | Straits, &c. | Sept. 16th |
| Prometheus | London | July 17th |
| Queen Adelaide | Victoria, B.C. | July 8th |
| Sachsen | Straits, &c. | Oct. 30th |
| Sambisa | Havre, &c. | July 12th |
| Shultigan | Straits, &c. | Aug. 8th |
| Taiwan | Port Darwin, &c. | July 12th |
| Taiyuan | Sydney, &c. | July 6th |
| Tsuruhiko Maru | Kobe | July 6th |
| Wakasa Maru | Marseilles, &c. | July 12th |
| Woosung | Shanghai | July 6th |
| Wuerzburg | Havre, &c. | July 24th |
| Yamato Maru | Yokohama, &c. | July 26th |
| Yuenang | Manila | July 6th |

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|--------------------------------|--|---------------------------------|
| KAWACHI MARU J. S. Thompson | KOBE and YOKOHAMA | FRIDAY, 5th July, at Daylight. |
| IDZUMI MARU* M. J. Curnow | VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA. | MONDAY, 8th July, at 4 P.M. |
| WAKASA MARU J. B. McMillan | MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | FRIDAY, 12th July, at Daylight. |
| HIROSHIMA MARU T. Mural | MOJI, KOBE and YOKOHAMA. | TUESDAY, 16th July, at Noon. |
| BINGO MARU F. Davies | KOBE and YOKOHAMA | FRIDAY, 19th July, at Daylight. |
| KAGOSHIMA MARU K. Kon | BOMBAY, via SINGAPORE and COLOMBO | FRIDAY, 19th July, at Noon. |
| KASUGA MARU H. Fraser | NAGASAKI, KOBE and YOKOHAMA | FRIDAY, 19th July, at Noon. |
| YAWATA MARU A. E. Moses | SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | FRIDAY, 26th July, at 4 P.M. |

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 29th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|--|-------------------------------|
| AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) | Thursday, 4th July, at Noon. |
| HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) | Tuesday, 30th July, at Noon. |
| NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) | Saturday, 24th Aug., at Noon. |

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 2nd July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE, Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the

GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"KAISOW," Tons 3,200. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

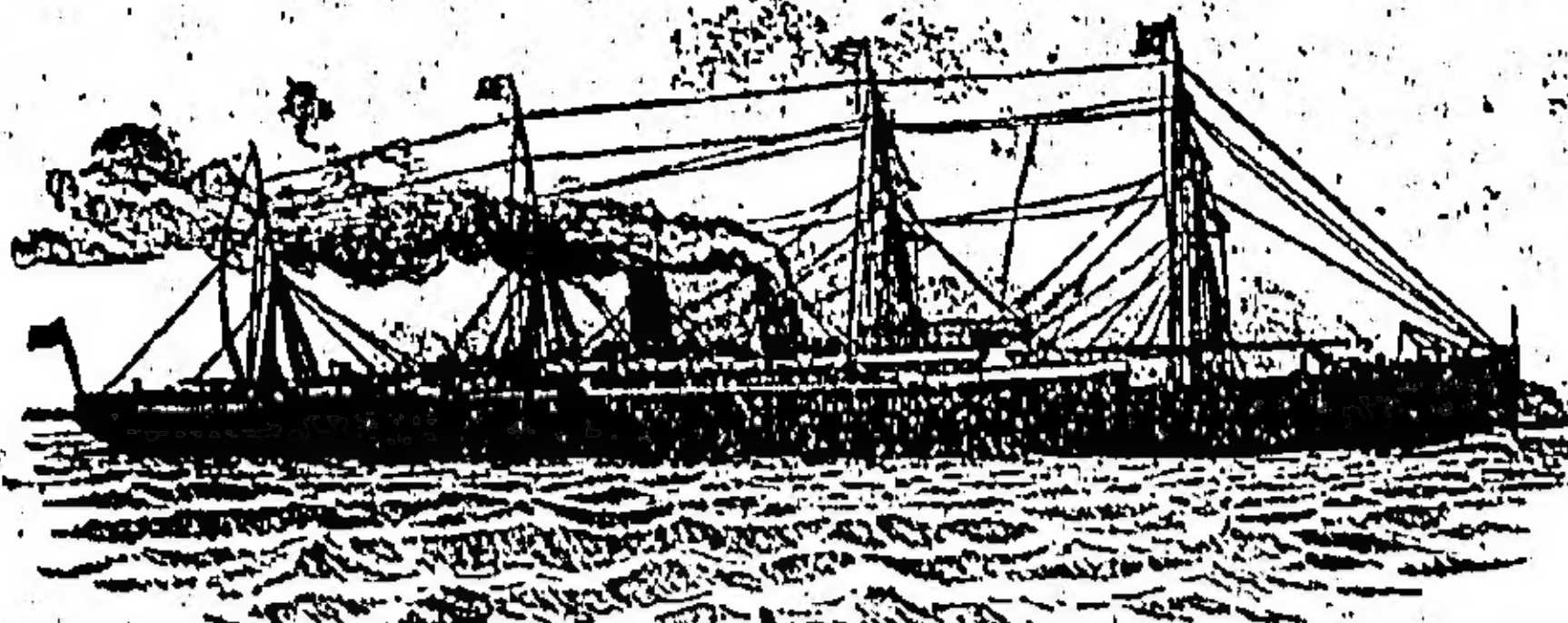
JARDINE, MATHESON & CO., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|------------------|-----------------------------------|
| "CITY OF PEKING" | SATURDAY, 13th July, at Noon. |
| "GALIC" | TUESDAY, 23rd July, at Noon. |
| "CHINA" | TUESDAY, 6th August, at Noon. |
| "DORIC" | THURSDAY, 15th August, at Noon. |
| "PERU" | SATURDAY, 31st August, at Noon. |
| "COPIC" | TUESDAY, 10th September, at Noon. |

THE P.M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

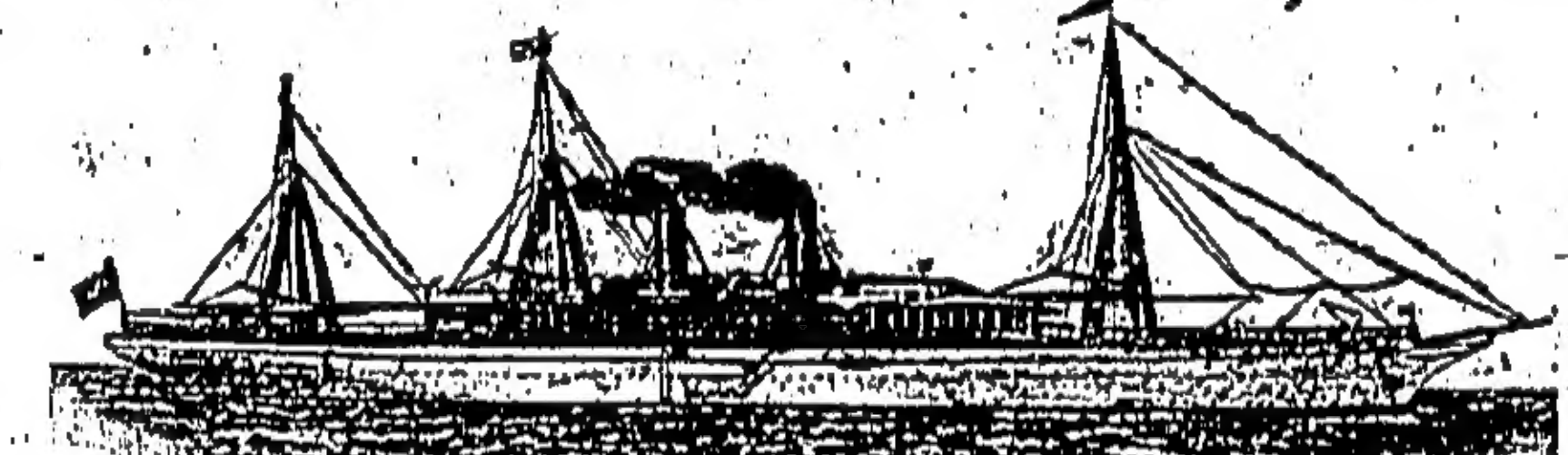
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 27th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|--|-------------------------|
| EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R. | WEDNESDAY, 17th July. |
| EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. | WEDNESDAY, 28th August. |
| EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. | WEDNESDAY, 28th August. |

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points, and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 26th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST. (Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-----------------------|--|------------------------|
| SAMDAI...Schmidt | HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO.) | 12th July. } Freight. |
| WUERZBURG...Schneider | HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.) | 26th July. } Freight. |
| ACILIA...v. Döhren | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.) | 9th August. } Freight. |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, General Agent, 1, Queen's Buildings.

Hongkong, 13th June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY LIMITED.

| FOR | STEAMERS. | TO SAIL. |
|---|-----------|------------------------|
| BRISBANE, SYDNEY and MELBOURNE | TAIYUAN | 6th July. |
| SHANGHAI | WOOSUNG | 6th July. |
| TIENTSIN | KWEIYANG | 10th July. |
| MANILA | TAIWAN | On or about 14th July. |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE... | TAIWAN | On or about 14th July. |

* The Attention of Passengers is directed to the Superior Accommodation offered these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

| FROM | STEAMERS. | TO SAIL. |
|-----------------------|-------------|-------------|
| GLASGOW and LIVERPOOL | "PATROCLOS" | 10th July. |
| " | "STENTOR" | 23rd July. |
| " | "TANTALUS" | 29th July. |
| " | "IDOMENEUS" | 7th August. |

HOMEWARDS.

| FOR | STEAMERS. | TO SAIL. |
|--|--------------|-------------|
| LONDON | "PROMETHEUS" | 17th July. |
| " | "ALCIBIUS" | 23rd July. |
| " | "PELEUS" | 6th August. |
| LIVERPOOL (DIRECT) (Taking Cargo at LONDON RATES.) | "GLAUCUS" | 15th July. |

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 1st July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.

THE Company's Steamship "ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, TO-MORROW, the 3rd instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 2nd July, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship "HAIRONG," Captain Bathurst, will be despatched for the above Port, TO-MORROW, the 3rd instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 2nd July, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APCAR," Captain J. G. O'Brien, will be despatched for the above Port, TO-MORROW, the 3rd July, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 27th June, 1901.

FOR KOBE.

THE Steamship "TSURUHIKO MARU," Captain J. G. O'Brien, will be despatched as above on SATURDAY, the 6th July, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 29th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship "MAIZURU MARU," Captain K. Suzuki, will be despatched for the above Port, on WEDNESDAY, the 10th July.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 29th June, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, via SUEZ CANAL. THE Steamship "INDRANI," Captain J. Rafferty, will be despatched as above on or about the 10th July.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP. THE Company's Steamship "GLENESK," Captain J. Rafferty, will be despatched for the above Port, on THURSDAY, the 11th July.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AUSTRALIAN," Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1901.

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"ACILIA," Captain von Döhren, will be despatched for the above Ports, TO-MORROW, the 3rd instant, at 5 P.M.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 1st July, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship "HAITAN," Captain Roach, will be despatched for the above Ports, on THURSDAY, the 4th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 1st July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI, via SWATOW & AMOY. THE Company's Steamship "DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 7th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME and TRIESTE. (Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship "MARIA VALERIE," Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.

Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 1st July, 1901.

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "ARARA," Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th May, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINE of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship "KINTUCK," Sails from Seattle about the 10th of July.

"CHINGWO," Sails from Seattle about the 24th of July.

"HYSON," Sails from Seattle about the 10th of August.

"KAISOW," Sails from Seattle about the 24th of August, and will be followed by the Company's regular sailings.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York, To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits.

FRANK WATERHOUSE & Co., General Western Agents, SEATTLE, or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 29th June, 1901.

